

**INDIVIDUAL PROPERTY/DISTRICT
MARYLAND HISTORICAL TRUST
INTERNAL NR-ELIGIBILITY REVIEW FORM**

Property/District Name: MD 392 over Marshyhope Creek, Dorchester County (Bridge No. 9015)
Survey Number: D-722

Project: Bridge Replacement Agency: SHA

Site visit by MHT Staff: X no yes Name Date

Eligibility recommended Eligibility not recommended X

Criteria: A B XC D Considerations: A B C D E F G
 None

Justification for decision: (Use continuation sheet if necessary and attach map)

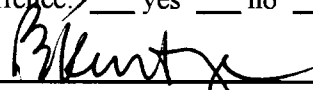
SHA Bridge NO. 9015, MD 392 over Marshyhope Creek, Dorchester County, MD is a former movable span bridge converted to a fixed span timer structure, with 23 fifteen-foot spans and one 20-foot span which was built in 1935. In 1943 the swing span was knocked off its center support by a tugboat. It was widened and rehabilitated in 1970. The parapets and timber deck have all been replaced, as well as more than 50% of the support piles. As a result, the bridge is not eligible for the National Register of Historic Places under Criterion C since although swing spans are generally eligible, this one has been too modified to adequately convey its significance.

Documentation on the property/district is presented in: Project Review and Compliance Files

Prepared by: Rita Suffness/SHA

 August 24, 1998
Reviewer, Office of Preservation Services Date

NR program concurrence: X yes no not applicable

 8/25/98
Reviewer, NR program Date



Survey No. ~~DO~~ D-722

**MARYLAND COMPREHENSIVE HISTORIC PRESERVATION PLAN DATA - HISTORIC
CONTEXT**

I. Geographic Region:

- | | |
|---|---|
| <input checked="" type="checkbox"/> Eastern Shore | (all Eastern Shore counties, and Cecil) |
| <input type="checkbox"/> Western Shore | (Anne Arundel, Calvert, Charles, Prince George's and St. Mary's) |
| <input type="checkbox"/> Piedmont | (Baltimore City, Baltimore, Carroll,
Frederick, Harford, Howard, Montgomery) |
| <input type="checkbox"/> Western Maryland | (Allegany, Garrett and Washington) |

II. Chronological/Developmental Periods:

- | | |
|---|---------------------|
| <input type="checkbox"/> Paleo-Indian | 10000-7500 B.C. |
| <input type="checkbox"/> Early Archaic | 7500-6000 B.C. |
| <input type="checkbox"/> Middle Archaic | 6000-4000 B.C. |
| <input type="checkbox"/> Late Archaic | 4000-2000 B.C. |
| <input type="checkbox"/> Early Woodland | 2000-500 B.C. |
| <input type="checkbox"/> Middle Woodland | 500 B.C. - A.D. 900 |
| <input type="checkbox"/> Late Woodland/Archaic | A.D. 900-1600 |
| <input type="checkbox"/> Contact and Settlement | A.D. 1570-1750 |
| <input type="checkbox"/> Rural Agrarian Intensification | A.D. 1680-1815 |
| <input type="checkbox"/> Agricultural-Industrial Transition | A.D. 1815-1870 |
| <input type="checkbox"/> Industrial/Urban Dominance | A.D. 1870-1930 |
| <input checked="" type="checkbox"/> Modern Period | A.D. 1930-Present |
| <input type="checkbox"/> Unknown Period (<input type="checkbox"/> prehistoric <input type="checkbox"/> historic) | |

III. Prehistoric Period Themes:

- | |
|---|
| <input type="checkbox"/> Subsistence |
| <input type="checkbox"/> Settlement |
| <input type="checkbox"/> Political |
| <input type="checkbox"/> Demographic |
| <input type="checkbox"/> Religion |
| <input type="checkbox"/> Technology |
| <input type="checkbox"/> Environmental Adaptation |

IV. Historic Period Themes:

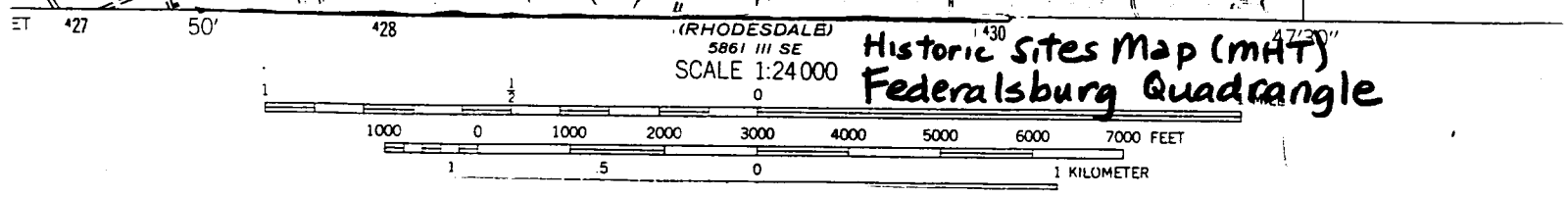
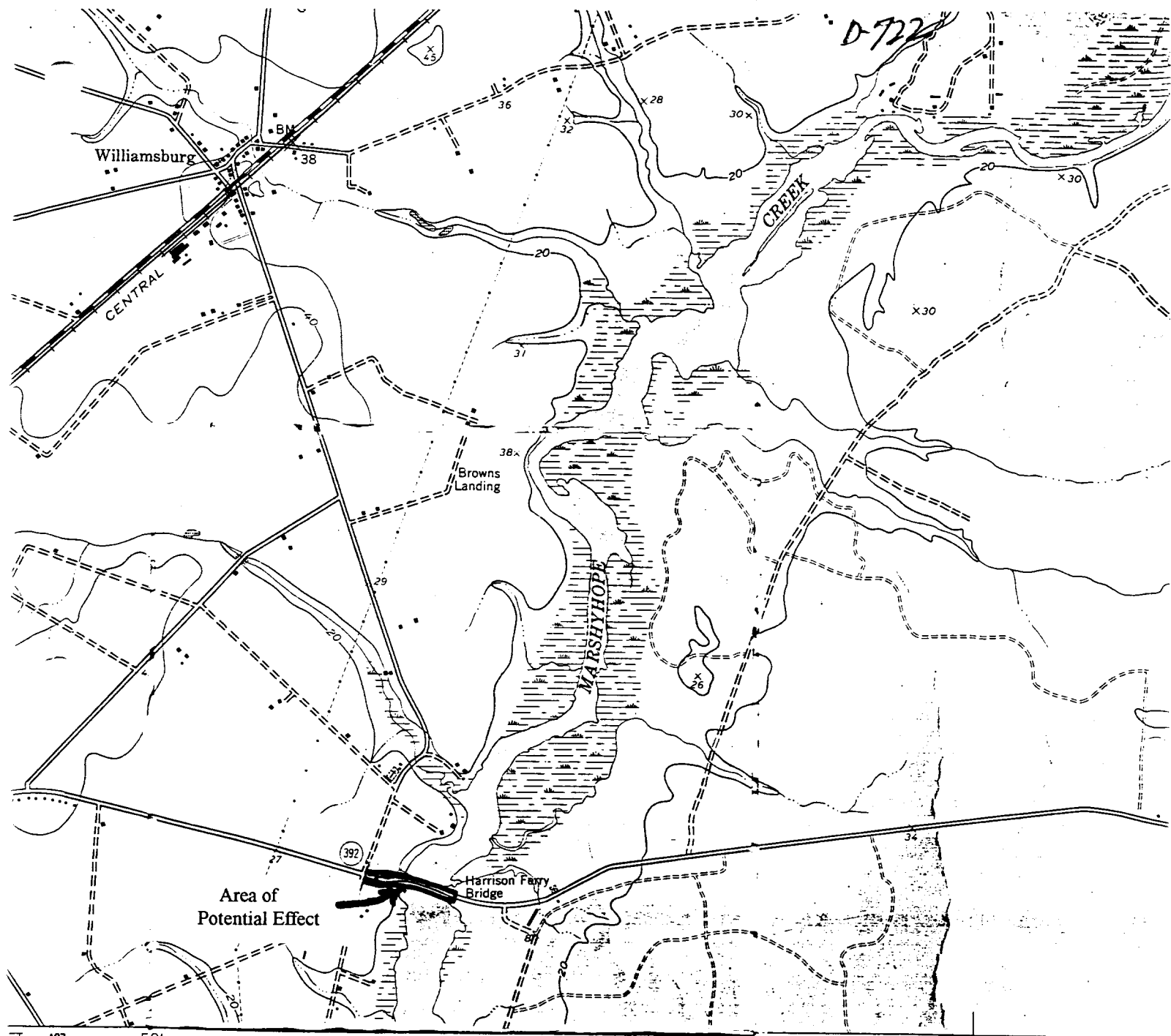
- | |
|---|
| <input type="checkbox"/> Agriculture |
| <input checked="" type="checkbox"/> Architecture, Landscape Architecture,
and Community Planning |
| <input type="checkbox"/> Economic (Commercial and Industrial) |
| <input type="checkbox"/> Government/Law |
| <input type="checkbox"/> Military |
| <input type="checkbox"/> Religion |
| <input type="checkbox"/> Social/Educational/Cultural |
| <input checked="" type="checkbox"/> Transportation |

V. Resource Type:

Category: Structure
Historic Environment: Rural
Historic Function(s) and Use(s): Creek crossing
Known Design Source: None

MD 392 over Marshy hope
— Attachment 4 (APE)

D-722



**Maryland Historical Trust
State Historic Sites Inventory Form**

MARYLAND INVENTORY OF
HISTORIC PROPERTIES

Survey No. D 722

Magi No.

DOE ___yes ___no

1. Name (indicate preferred name)

historic

and/or common Bridge #9015

2. Location

street & number MD 392 N/A not for publication

city, town Harrison ___ vicinity of congressional district

state Maryland county Dorchester

3. Classification

Category	Ownership	Status	Present Use
<input type="checkbox"/> district	<input checked="" type="checkbox"/> public	<input type="checkbox"/> occupied	<input type="checkbox"/> agriculture
<input type="checkbox"/> building(s)	<input type="checkbox"/> private	<input type="checkbox"/> unoccupied	<input type="checkbox"/> commercial
<input checked="" type="checkbox"/> structure	<input type="checkbox"/> both	<input type="checkbox"/> work in progress	<input type="checkbox"/> educational
<input type="checkbox"/> site	Public Acquisition	Accessible	<input type="checkbox"/> entertainment
<input type="checkbox"/> object	<input type="checkbox"/> in process	<input type="checkbox"/> yes: restricted	<input type="checkbox"/> government
	<input type="checkbox"/> being considered	<input type="checkbox"/> yes: unrestricted	<input type="checkbox"/> industrial
	<input checked="" type="checkbox"/> not applicable	<input checked="" type="checkbox"/> no	<input checked="" type="checkbox"/> transportation
			<input type="checkbox"/> other:

4. Owner of Property (give names and mailing addresses of all owners)

name State Highway Administration

street & number 707 N. Calvert Street telephone no.:

city, town Baltimore state and zip code MD 21202

5. Location of Legal Description

courthouse, registry of deeds, etc. County Courthouse liber

street & number folio

city, town Cambridge state

6. Representation in Existing Historical Surveys

title N/A

date ___ federal ___ state ___ county ___ local

pository for survey records

city, town state

7. Description

Survey No. D 722

Condition

☐ excellent
☐ good
☐ fair

☒ deteriorated
☐ ruins
☐ unexposed

Check one

☐ unaltered
☒ altered

Check one

☒ original site

☐ moved

date of move

Prepare both a summary paragraph and a general description of the resource and its various elements as it exists today.

SEE CONTINUATION SHEET 7.1

8. Significance

Survey No. D 722

Period	Areas of Significance—Check and justify below			
<input type="checkbox"/> prehistoric	<input type="checkbox"/> archeology-prehistoric	<input type="checkbox"/> community planning	<input type="checkbox"/> landscape architecture	<input type="checkbox"/> religion
<input type="checkbox"/> 1400–1499	<input type="checkbox"/> archeology-historic	<input type="checkbox"/> conservation	<input type="checkbox"/> law	<input type="checkbox"/> science
<input type="checkbox"/> 1500–1599	<input type="checkbox"/> agriculture	<input type="checkbox"/> economics	<input type="checkbox"/> literature	<input type="checkbox"/> sculpture
<input type="checkbox"/> 1600–1699	<input type="checkbox"/> architecture	<input type="checkbox"/> education	<input type="checkbox"/> military	<input type="checkbox"/> social/
<input type="checkbox"/> 1700–1799	<input type="checkbox"/> art	<input checked="" type="checkbox"/> engineering	<input type="checkbox"/> music	<input type="checkbox"/> humanitarian
<input type="checkbox"/> 1800–1899	<input type="checkbox"/> commerce	<input type="checkbox"/> exploration/settlement	<input type="checkbox"/> philosophy	<input type="checkbox"/> theater
<input checked="" type="checkbox"/> 1900–	<input type="checkbox"/> communications	<input type="checkbox"/> industry	<input type="checkbox"/> politics/government	<input checked="" type="checkbox"/> transportation
		<input type="checkbox"/> invention		<input type="checkbox"/> other (specify)

Specific dates	1935–Present	Builder/Architect	SHA
check: Applicable Criteria: <input type="checkbox"/> A <input type="checkbox"/> B <input type="checkbox"/> C <input type="checkbox"/> D			
and/or			
Applicable Exception: <input type="checkbox"/> A <input type="checkbox"/> B <input type="checkbox"/> C <input type="checkbox"/> D <input type="checkbox"/> E <input type="checkbox"/> F <input type="checkbox"/> G			
Level of Significance: <input type="checkbox"/> national <input type="checkbox"/> state <input type="checkbox"/> local			

Prepare both a summary paragraph of significance and a general statement of history and support.

SEE CONTINUATION SHEET 8.1

9. Major Bibliographical References

Survey No. D 722

Files, Maryland State Highway Administration
Historic Highway Bridges in Maryland, 1631-1960
Context Report, Louis Berger and Associates, October, 1995

10. Geographical Data

Acreage of nominated property _____

Quadrangle name FederalsburgQuadrangle scale 1:24,000

UTM References do NOT complete UTM references

A

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Zone Easting Northing

B

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Zone Easting Northing

C

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D

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E

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F

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G

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H

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Verbal boundary description and justification

List all states and counties for properties overlapping state or county boundaries

state	code	county	code
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state	code	county	code
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11. Form Prepared By

name/title Rita Suffness, Leader, Cultural Resources Group

organization Maryland State Highway Administration date August 7, 1997

street & number 707 N. Calvert Street telephone 545-8561

city or town Baltimore state Maryland

The Maryland Historic Sites Inventory was officially created by an Act of the Maryland Legislature to be found in the Annotated Code of Maryland, Article 41, Section 181 KA, 1974 supplement.

The survey and inventory are being prepared for information and record purposes only and do not constitute any infringement of individual property rights.

return to: Maryland Historical Trust
Shaw House
21 State Circle
Annapolis, Maryland 21401
(301) 269-2438

DHCP/DHCD
MARYLAND HISTORICAL TRUST
100 COMMUNITY PLACE
CROWNSVILLE, MD 21032-2023

D-722
Bridge 9015
Harrison, MD
Dorchester County

Description
Continuation Sheet 7.1

Description Summary

Bridge 9015, Harrison's Ferry Bridge, is a highly deteriorated structure which originated as a swing span bridge in 1935. As a result of being hit by a tugboat, the movable span was replaced by fixed spans in 1944. It is located to the west of an archeological site which was the former location of a cluster of structures which comprised a village known as Harrison.

Description

Bridge No 9015, a timber structure composed of 23 fifteen-foot span and 1 twenty-foot span, is 361 feet in length and provides a 30 foot wide travel surface. The structure originated in 1935 as a movable span bridge. In 1943 the center swing span was knocked from its center support when struck by a tugboat. Those spans were subsequently rebuilt as fixed spans in 1944. It was widened by ten feet and rehabilitated in 1970 to its current dimensions. The parapets as well as the timber deck have been replaced. Almost all of the middle sections of the timber piles have had substantial portions removed (sections averaging 8 feet in length) and spliced with steel sleeves, thus there are few original, intact members. A chronology of additional work which has been done on the structure is outlined below:

- Sometime after 1944 the structure was widened from a 14 foot clear roadway width to an 18 clear roadway width.
- In 1970 the structure was widened and rehabilitated to its existing configuration. The bridge width was increased by 12 feet, all the existing support beams were strengthened with new beams and the bridge railings were removed and replaced with w-beam traffic barriers. This work involved about 60 percent of the total structure.
- In 1980 emergency repairs were performed to 13 of the pier support piles. This work involved the installation of a steel splice sleeve along a 5-foot length of the timber piles at the water line.
- In 1981 emergency repairs were performed to an additional 39 pier support piles. This work involved installation of steel splice sleeves along a 5-foot length of the timber piles at the water line and strengthening of the timber pier caps with steel members.

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Bridge 9015
Harrison, MD
Dorchester County

Description
Continuation Sheet 7.2

- In 1992 there were multiple repairs to all support piers. All timber pier caps were strengthened with steel members and four of the timber piles were repaired.
- In 1996 several support beams required repairs at their support ends due to rotten timbers and heavy truckloads. Steel plates were placed under the ends of the beam.

The current condition of the structure is poor, as it is in a continuing state of deterioration. Over 98 percent of the 150 support piles have been spliced with steel sleeves. The remaining piles are only in marginal acceptable condition. The timber deck is experiencing advanced rotting throughout the length of the bridge.

The bridge was constructed west of a cluster of structures known as Harrison. The community, adjacent to the bridge on the west, has almost entirely disappeared. There are no structures currently located immediately adjacent to the structure. Harrison, located at the intersection of ancestral MD 392 and Palmers Mill Road, developed sometime in the nineteenth century. J. and B. Conway moved into the area sometime around 1819, according to the list of patrons in Lake, Griffing, and Severson's 1877 Atlas (Wicomico, Bicentennial Commission 1976). They presumably began operating a mill shortly thereafter, as they are listed as "millers". Marie B. Wells, a long time resident in the area and local informant, noted in 1978 that she believed the town of Harrison had prospered in the 1820's when the rest of Maryland was in depression, although no specific source is cited as the basis of this information. She notes the presence of a general store, church and post office in the village at the time. The atlas depicts a post office and several structures. A ferry crossing, which predated the bridge, is not indicated. While it is not known precisely when Harrison was established, it predated the USGS quadrangle of 1905.

Two wharves were located in the vicinity of Harrison's Ferry Bridge: Hackett's Wharf and Ennall's Wharf. They serviced both cargo vessels and steamboats from Baltimore. Throughout the nineteenth century agricultural produce was shipped out along the Marshyhope and Nanticoke by small sloops that tied up at numerous wharves (like those operated by Hackett and Ennall), as well as landings which provided services to the local farmers. Hackett's Wharf, described as being on the property adjacent to Ennall's Wharf, is known have been an active shipping point in the middle nineteenth century. Schooners such as the *Zora and Anna* carried farm produce, principally grain, until the wharf was abandoned around the turn of the twentieth century. Regular

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Bridge 9015
Harrison, MD
Dorchester County

Description
Continuation Sheet 7.3

steamboat service along the Nanticoke finally became a reality beginning in 1882. That year, the Tolchester Company began service from Baltimore to the Nanticoke River, followed by 1883 by the Nanticoke Transportation Line. However, the previously established railroads provided stiff competition to steamship service, and in 1894 the steamboat lines were absorbed by the *Baltimore, Chesapeake and Atlantic Railway Company*.

The Harrison ferry was replaced by a moveable span bridge over the Marshyhope in ca. 1935 when a road had been built across Marshyhope Creek. Topographic maps indicate that the bridge approaches were probably constructed on top of the existing ferry landing on both the east and west banks of Marshyhope Creek. What remains of the original structure is stylistically similar to others known to have been built in the years following a 1933 hurricane that washed out many of the region's older structures. The similarities are strong enough to suggest that it was built during the 1930's as part of a general construction program initiated to upgrade the road system following the hurricane.

The first bridge at Harrison had a 122-foot center swing span that allowed boat traffic to pass up Marshyhope Creek. Plans show that the span was opened by hand, by turning a four-spoke wheel geared to an 11-foot diameter circular rail. In 1943 the span was struck by a tugboat and knocked off its center support into the river. Six months later the missing section was replaced as fixed spans supported on wood pilings similar to the rest of the bridge structure. The decision to replace the swing span with a fixed section, which may have made the upper Marshyhope unnavigable, could be interpreted to indicate that boat traffic along the Marshyhope had become less important, although shortages of steel due to the war effort may have been the determining factor. In 1970 the bridge was widened and rehabilitated, involving replacement of part of the original structure. The support piers have been modified by installation of steel sleeves and strengthening the timber pier caps with steel members.

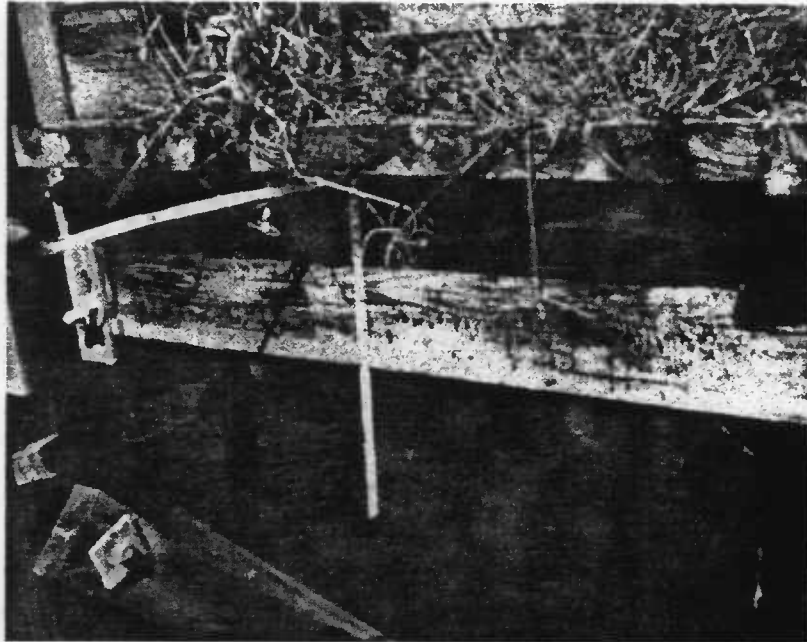
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Bridge 9015
Harrison, MD
Dorchester County

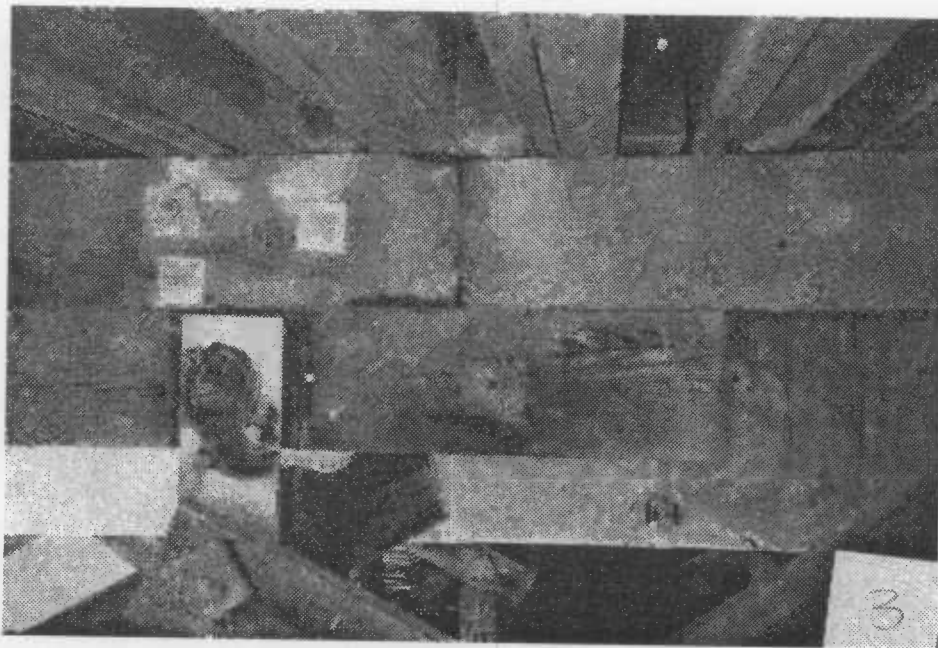
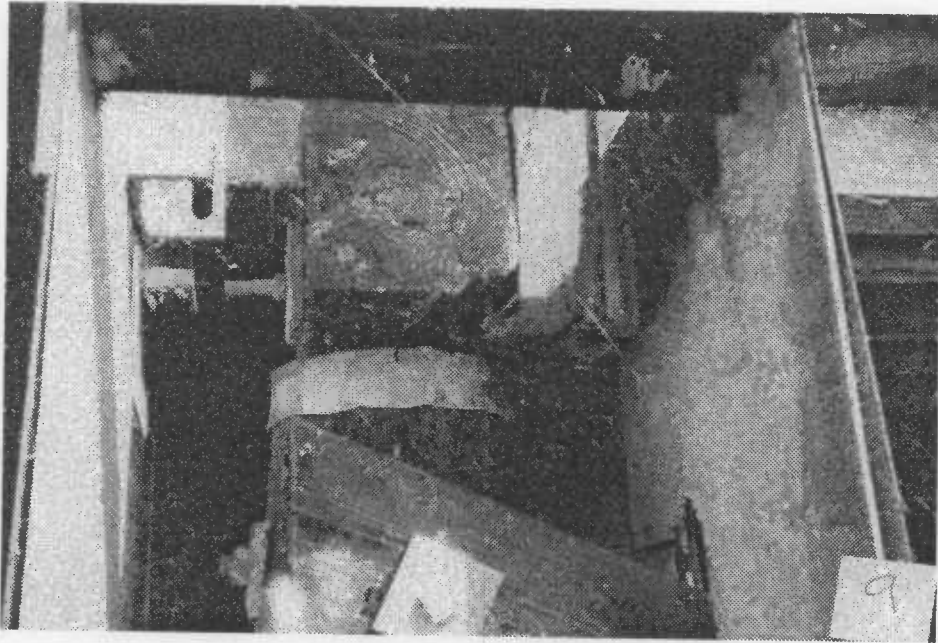
Statement of Significance
Continuation Sheet 8.1

This structure originated in ca. 1935 as a movable bridge, constructed of timber with a center swing span. The center movable span was replaced by fixed spans after it was hit by a tugboat in 1943 and subsequently dislodged. Since that time numerous repairs have been made, resulting in the replacement of much of the structure with new elements or with substantial sections of metal splices of the timber superstructure. It has also been widened, and the parapets replaced by steel members supporting a metal safety railing. The bridge does not retain the necessary integrity to be considered for listing in the he National Register of Historic Places. There are very few pilings or members which have not been replaced or heavily modified.

According to the evaluative criteria as referenced in the Historic Highway Bridges of Maryland: 1631-1960: Historic Context Report (page C-32), the primary CDE's for timber bridges are, (in the superstructure), railings, plaques and longitudinal beams (stringers), and (in the superstructure) abutments, plaques and pile bent or piers of timber, masonry or concrete (page C-33). This bridge does not retain any of these CDE's in an original intact form. Most members have been spliced or repaired.

This topographic map depicts the Williamsburg, Virginia region, centered on the James River. The map includes contour lines indicating elevation, with labels such as 35, 40, 42, 45, and 50 feet. Key features include the James River flowing through the center, the Williamsburg city area in the upper left, and the Harrison Ferry Bridge crossing the river. A circle is drawn around the bridge area. Other labeled locations include Browns Landing, Mill, and various roads like Palmer's Mill Road, Westek Road, and Keet Road. A scale bar in the bottom left corner shows distances in feet (0 to 2000) and meters (0 to 500). A north arrow is also present.







D~~g~~ - 152

Bridge 9015

Harrison, Dorchester County

Photograph ~~Q-92~~ (files of Bridge Div)

neg at Md State Hwy Adm

Md 392 over Marshyhope

North Profile

(Looking South)

1/2



D# - 72?

Bridge 9015

Mid 392 over Marshhope

Photograph Jan 92

(files of bridge Division)

neg at MD State Hwy Admin

Looking north at South Profile

2/2



D-722



D-722